NARMS Bulletin

Official Publication of the National Model Railroad Association

Inside:
The Poco Valley
The Patagonian Express
Power: Plant Steam Generators

ELECTION DEADLINE EXTENDED
SEE PAGE 11 FOR MORE INFORMATION

ARISTO-CRAFT TRAINS

C-16 2-8-0 Consolidation Loco

1:24 SCALE / ART-88200 WOOD-BURNING SERIES

NMRA Bulletin

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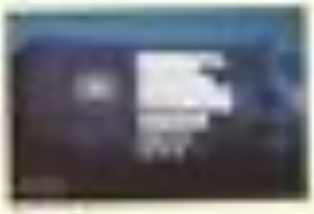
64 **Mojo Expresso Fotographico—Another Travel Surprise**

NMRA members journeyed to the high Andes this fall for the first ever NMRA adventure tour of South America and, reading between limited steam the fun ends of some of the most spectacular scenery the planet has to offer. Read all about the group's adventure in this photo-log by Bob Chaffee.

Page 66

66 **Open Loader—Nuclear Power Plant Steam Generator**

When Sure Rear Valley Division member Don Brindle got word that a speaker was to cover a steam generator for a power plant load in the offing, he knew there was just one thing to do: craft Gary Lumbis Gang a few of laser cards, don't miss the opportunity to check out this large, very heavy shipment as it made its way to the purchaser. Learn how they both were involved in this project in addition to Gary Lumbis.



Page 68

68 **Running Down the Street on the Prairie Valley**

When two fellows decided to expand the HO-scale city, he knew where one going to be a problem. But when they hit the Lumbis alley the project, no turned into an opportunity to create a unique skyline of two-story street-car roaring that gave operators a challenge to maneuver their switching skills in a realistic setting.

Page 80

80 **AAMKOR Electric DP**

Combine a passion for railroad garage the Colorado and a love of large scale and the results can be stunning. That's just what happened when Josh Cook got a 1-1/2" scale model of the famous Rio Grande prototype.

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On the cover: Engineer Bo. 1011, a Denver and Rio Grande, leads a southbound freight out of Chatfield. NMRA members on this recent tour of South American rail roading got the chance to see this and other historic sites by their hosts enjoyed.

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Train Show Booth Reservations – Online Form, [redacted] • [redacted]
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2021 – San Jose, CA, July 26-Aug. 4 – Registrar [redacted]
2022 – St. Louis, MO – Registrar [redacted]
2023 – Ft. Lauderdale, FL – Registrar [redacted]

By Bob Charles
Editor, President

That's my story, and I'm sticking to it

Bob Charles

News from the NMRA
Kalmbach Memorial Library

By Jeremiah Gale, Underwood Assistant

[illegible]

Books

The Light Used Iron Jeep

By T.K. Heritage. Available from Potomac Press, Tomtown Manor, Spring Rd., Sea Monkey Terrace, [illegible] England. (phone 01001-121456). No ISBN. Softcover, 19 pages, black & white photos, [illegible], plus designs.

This is a history of a truck line published in 1972, of which only this volume survives. The author worked with the line and the Light Railway Operating Corporation during 1971 and 1972 when the run on both railways ceased. He also was employed by the Ashcot Steel Mills from 1973 to its peak. The history was assembled from memories, recollections, time maintenance, with consultation, email from several past service engineers, and the many documents, past newsletters on various issues covering the acquisition of spike nuts and track spring.

Library Car of the Week #1

By Frank M. Ellington. Available from the Railroad Car Store, Inc. PO Box 1145, Pasco, Va. 92234-0536, phone (314) 722-6217. Spiral bound, soft cover, 112 pages, black & white photos and illustrations. $12 plus shipping & handling.

Here is a really salvaged engine of author Ellington's Library Cars of the Week #1. The [illegible] [illegible] [illegible]

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Preparing material for the NMRA Bulletin

Text

The Bulletin is prepared electronically on a computer system using a publishing and graphics software. Any network system, application or data processing compatible. A high copy of the material must be typed and plain text. Copies will not be returned after publication. Text must carry proper double spacing in all lines for publication. Typewritten text must be submitted in computer-ready format.

Articles may be submitted on either disk or by e-mail. Articles should be sent as both hard copy and electronic format. Please use plain text (ASCII) format.

Send material such as photos or pre-printed text for each. Consider them the same as with hard copy and enclosing sender's full address, telephone or electronic mail as the return address.

Photos

Unfortunately for budgetary and technical reasons, color photos are generally the least desired by us. When sending black and white photos or line drawings, please send originals or glossy paper and indicate a size that will.

Whenever sending photos or slides and artwork or logo to have them scanned, please contact us first to determine if we have the capability.

Type materials on a single sheet, with spacing each question so as not to confuse (short answer).

Drawings and artwork

Drawings and other line art should be clean, crisp and dark. Line drawings are acceptable as long as they are reproducible at least with a high copy cover. Most drafting pens, black and color markers are acceptable. Line drawings are sometimes acceptable, but we recommend if you want to submit color drawings.

Mailing

Mail hard copy letters, addresses and phone numbers are to each item you prepare.

If you do not have the time or budget and don't do enough to warrant an expensive software package, a free or low-cost word processing program is fine.

Many word processors convert photos into a package or the text. Corrupted word found to exist.

Indicate the package. Photos and letters (by hand-lettered) when appropriate.

Submissions should be sent to the address listed. (ATTN: to Editor). Send correspondence to P.O. Box, Attention: (C) Convention Chair, ATTN:

Miscellaneous

If this is a presentation of material appearing elsewhere, we cannot give a free publication date in advance. Generally, these publishing matters will be chosen by us on a first-in, first-out basis. Please indicate any deadlines you have for publication, and when appropriate, the organization's name or contact's name.

Please do not submit articles to more than one publication at the same time.

Payment for text or artwork is made upon publication.

Blowing off Steam

[illegible] a lot more to be [illegible] people and we [illegible] of [illegible] the [illegible] [illegible] [illegible]

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Library Car

(Continued from Page 3)

And of the stores that served as cities, towns and villages across Virginia, it is the Kyle-Longstreet Store (c. 1880) of Jill, the center rail town of Hopkins. The NRHP nomination (Applied by the Historic & Cultural Trust, Atlantic Coast Line Railroad & Utility Corporation of New Hampshire, Chesapeake Museum, Cleveland Locomotive & Automobile Society & Virginia Historic Landmarks Commission, Richmond, Fredericksburg & Potomac Railroad, Kyle Lake Tourism Promotion Enterprises & Old Dominion and Manchester & Western Railroads).

The Pennsylvania Railroads: One Mile Before Four

By Joe Welsh. Available from Eisenbrauch Publishing, 12427 Crossroads Circle, Rockville, MD 20852. phone (800) 555-0000. key photos, illustrations, maps, appendices, 160 pages, 8½ x11 in, with black and white photos, $17.95 plus $3.95 shipping and handling. Canadian residents add additional $2.00. Overseas add $5.00.

This book provides a complete history of the 1930s passenger train, engines, and cars of the Pennsylvania Railroad's Indiana Division/West Side Middle Division. The railroad's history, passenger fleet, and locomotives are covered in detail. The book includes many color photos and drawings of the cars, engines, and stations. The book includes many color photos and drawings of the cars, engines, and stations. The book includes many color photos and drawings of the cars, engines, and stations

Kalmbach Memorial Library Want List

1. Car Names of the Great Lakes
2. Railway Mechanical Engineer — any issues
3. Universal Railroads — Vol.
4. Railway Age — any issues, especially 1880-1940
5. Official Register of Passenger Train Equipment — 4/1/55, 10/1/55, 4/1/56, 10/1/56, 4/1/57
6. Official Railway Equipment Register — any especially before 1920
7. NMRA Bulletins — 1950s era
8. Railroad Executive Handbook — Edited by Stanley Fox Griswold Clark
9. Directory: Car Builders of the U.S. and Canada — Chamberlain

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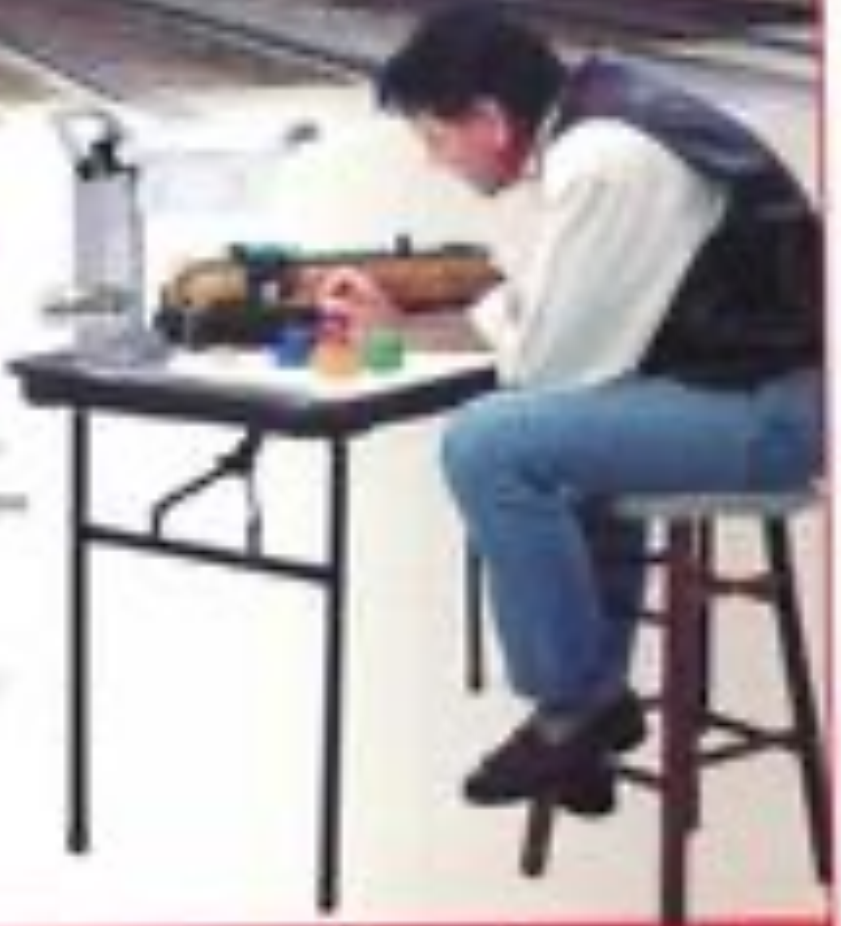

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GENERAL FEATURES

The ATHEARN GP38/2 and accessories scale a notable throughout the model. Like cars that the locomotive and trailer combined have about 240 scale spotted details. I didn't try to count them all but I can easily believe the number. Like any highly detailed model, the more you look at it, the more detailing you see. Piping, various bolts, rigging, a full cab, and thorough running boards and operating cab windows - just to name a few - give the model the look of an expensive brass piece. The only do the locomotive's headlight and marker lights operate but the small weather hoods on the headlights are also illuminated. Even the cab is detailed with individually painted pipes right down to the drain outlets. The overall detail engineering paint is evenly applied and has a slight satin luster. The lettering is crisp. All of the aforementioned comments were based on extremely close scrutiny of the Canadian Northern's Grand Canyon of the Canadian Rockies scheme. If the model is to be viewed on a table, keep in mind that the overall effect tends to get satisfactorily viewed at 48 feet (1.77 meters) (1.77 meters away).

Like Like had an interesting rig for adding sound. The sound player and lead to the tender can be easily removed and a tab then with drilled mount holes put in its place. The speaker could be attached privately sprayed to the tab because it's flat back of scale and added over the top. Only I above every of the sound's general features.

PERFORMANCE

[illegible] currently has the performance to match its looks. Overall operation of the locomotive is smooth and the drive train and motor are quiet with both pilot and pulling DC. Pulling force on a level track was measured at 2.75 ounces by the forward and reverse directions. This translated into about 45 cars of various types on my layout. The car pulling test was somewhat flawed because I didn't have enough level and straight track on the layout to unwig rail that many cars. The low engaging style should allow overall [illegible] decoders to be used without any fear of excessive heat. The basic DC electrical characteristics are shown in Table 2. Speed control with pure DC was excellent (Table 3). With pulse DC power, the locomotive would creep at a barely perceptible speed. Two stage dynamic and percentage braking gave stable but crowding characteristics at low 2 to 3 per scale[illegible] implements as shown in Table 4.

OUT OF THE BOX PERFORMANCE

[illegible] out of the box, the [illegible] performed very well. Once a couple of the components [illegible] but that done we gave [illegible] of testing in two-rail speeds. I tested with a [illegible] and three-rail all tests] controller.

First, the brake light was impressive. The positions were based on a look of [illegible] when the brake lever, the light would and those later brake[illegible]. The light was [illegible] and [illegible] and evident that [illegible]

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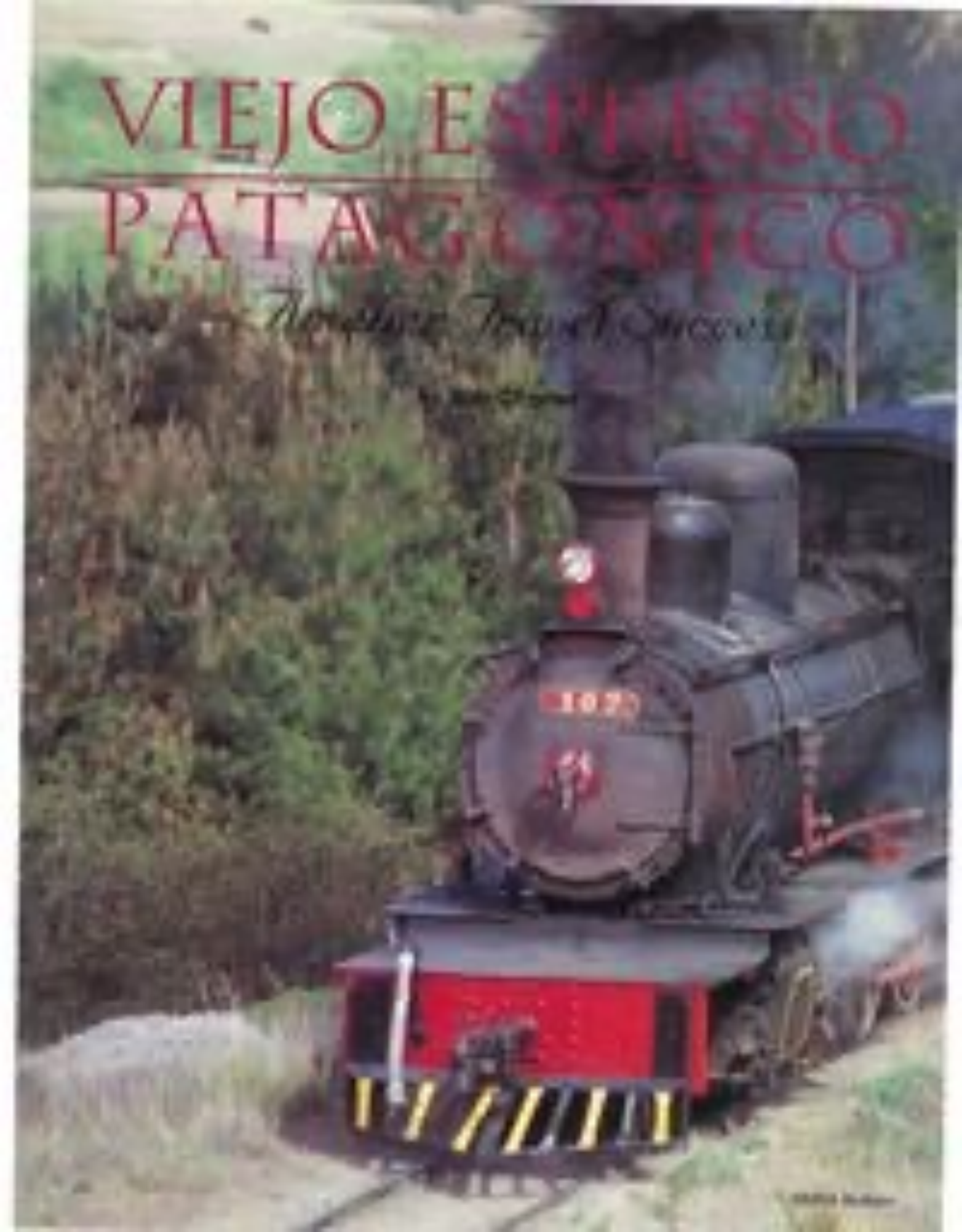
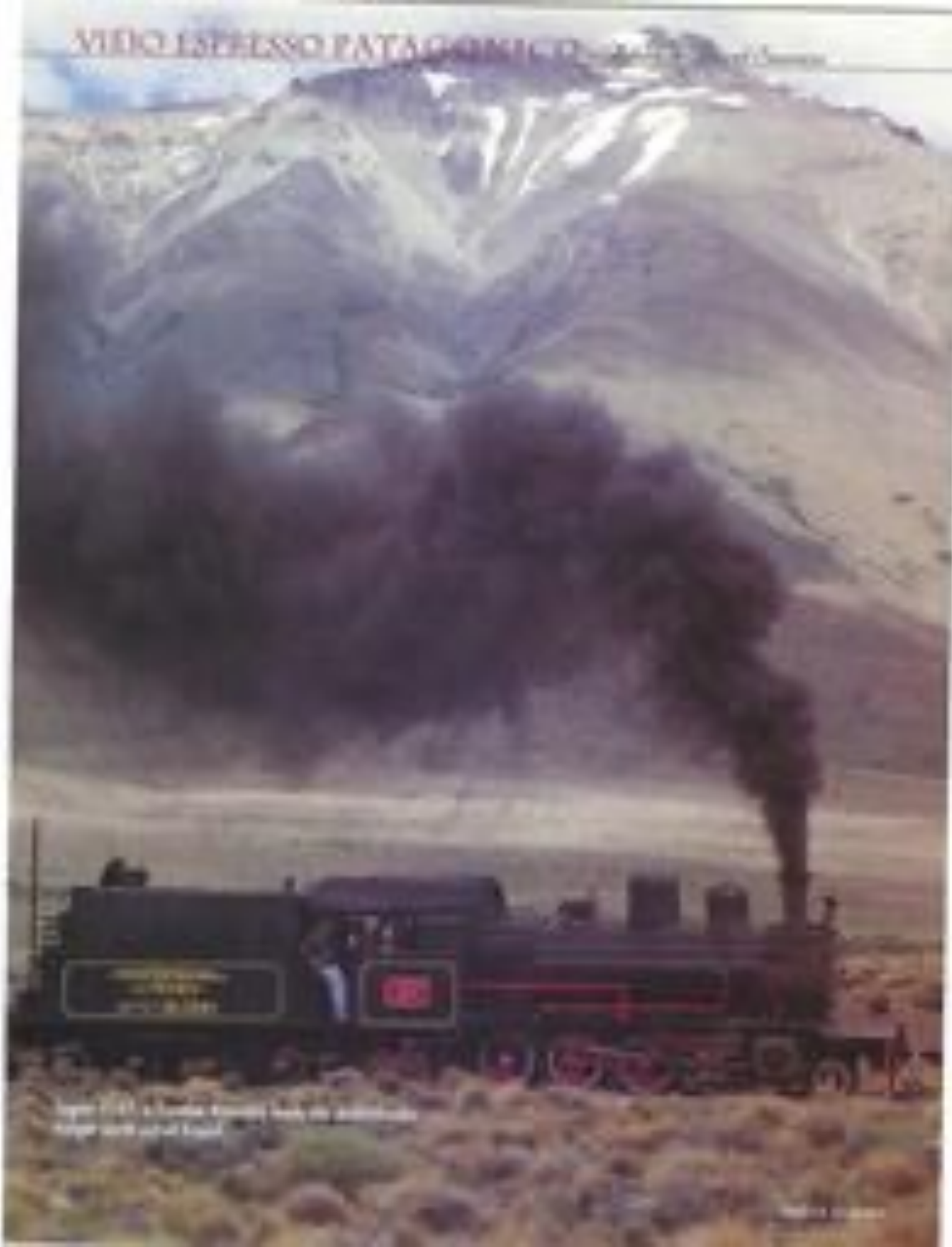

VIEJO EXPRESSO
PATAGÓNICO

Ex-Chilean South Pacific 4-6-0 power on an arrival at the station, Santiago, Chile. She is fuelled and ready for the 10-mile road work on the mountains line to Rancagua.

The crew of broad gauge 2-8-0 'Mikado' no. 4114 awaits the highball to move work in the Santiago station.

The fireman "sits around" as the engineer peers down the track for the customary train about to pass us while we wait on the siding south of Saratoga.

The "MBNA Express" eighteen-coach Hospital Ride on Sunday, October 24, 1999.



Brandon Hill Wiata takes his turn at the throttle of the "Old Portuguese Express." Photo by Jim Bolton.

Brandon Charles catches a quick nap on the narrow gauge.

The season premier of the show on of the Runner Area that Historical Society is totally restored to its original splendor The KIDS members are thoroughly enjoying this one.

This ranch-style station has a very latest signal system that is obviously not functioning as we needs along upgrade on a cloudy day with sprinkles.

The construction of cute-sized railcars began, coincidental with the beautiful lakes and snow-capped peaks — a route for a memorable winter experience.

Interestingly, it was on this route that pampas cowboy and a Spirit window shared with us a few inspirational lessons. In the midst of the enchanted lands that is the mountainous terrain, in the midst of the enchanted lands that is the mountainous terrain, in the midst of the enchanted lands that is the mountainous terrain, in

The entire NMRA tour group poses for a group photo with engine #14 at the end of the run in El Maiten, Argentina.

"Hell Bent Fools" We all scrambled for a good location for each photo outing.

The "Old Patagonian Express" clings to the side of the hill as we head north. The scene could easily be in Colorado, though plant winners in Argentina are a bit more colorful - Ever again. Here is the famous (NAMED) "Snakebites."

One narrow gauge express vessels, the first two on departing England, a west-end area in the southern Argentinian province of Chubut.

4-12-2 and 4-6-4 wood and train similar glances of black smoke as they work the grade.

One final rail trip area on this vintage library, a museum piece still in use for railfan trips on the Nueva Gaiet trolley system.

One mixed train is seen here in its entirety as we weave through one of the loneliest parts of South America. The steel-wild terrain emphasizes the sense of vastness one feels in this part of the world.

NUCLEAR

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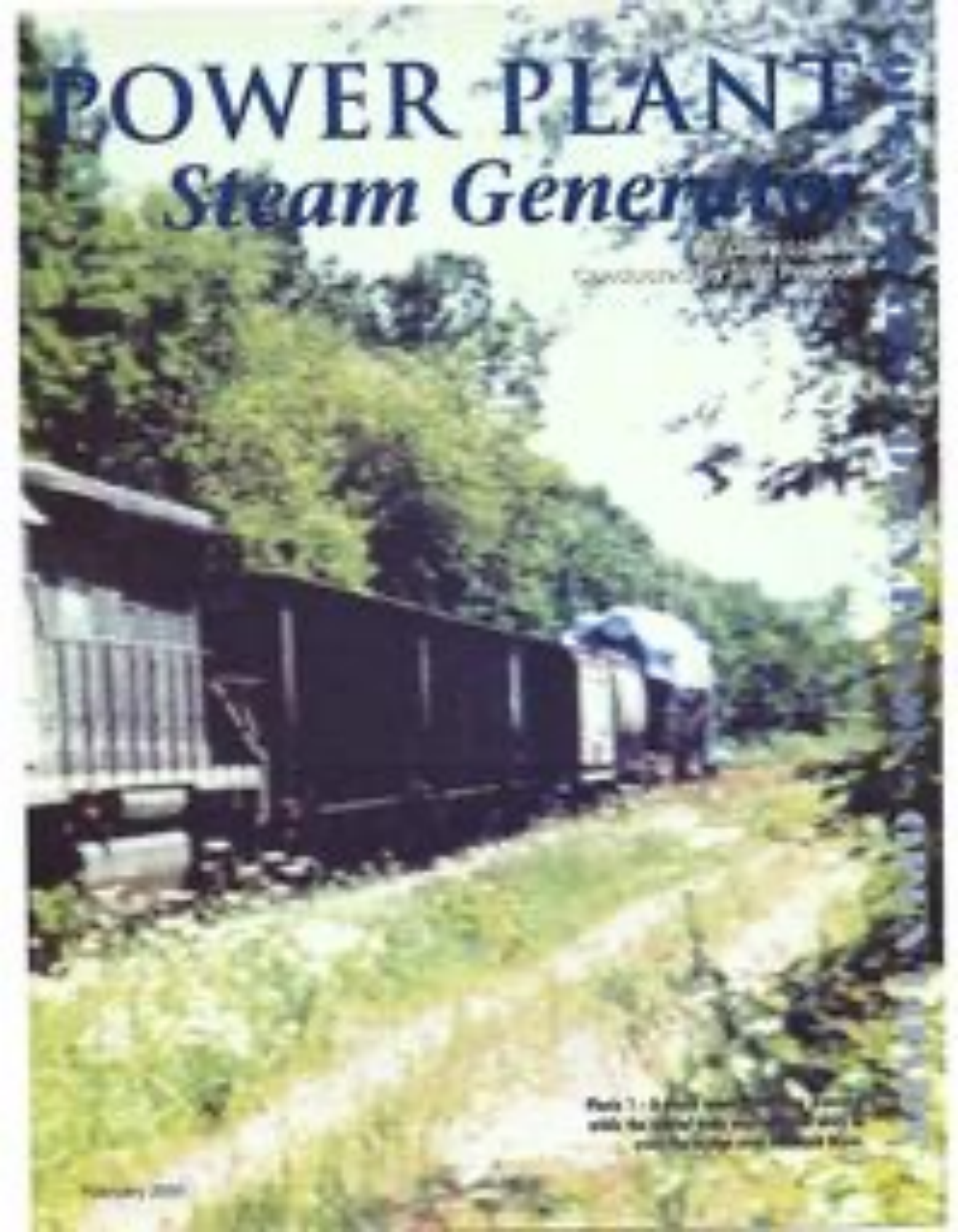
POWER PLANT
Steam Generator



NUCLEAR POWER PLANT *Steam Generator*

Photo 1 – The steam generator sits on the ways in Sturtz Junction, IL, bound for the nuclear generating plant at Byron. Three white circles to the left of the front end indicate the center of gravity.

Photo 2 – Load data indicates a load of over 450 tons. But shown are the length (72 feet) and the diameter (15 feet).

Photo 1 - Quarterback view of the slow moving load on it passes under Hwy 73 on the way to Huron

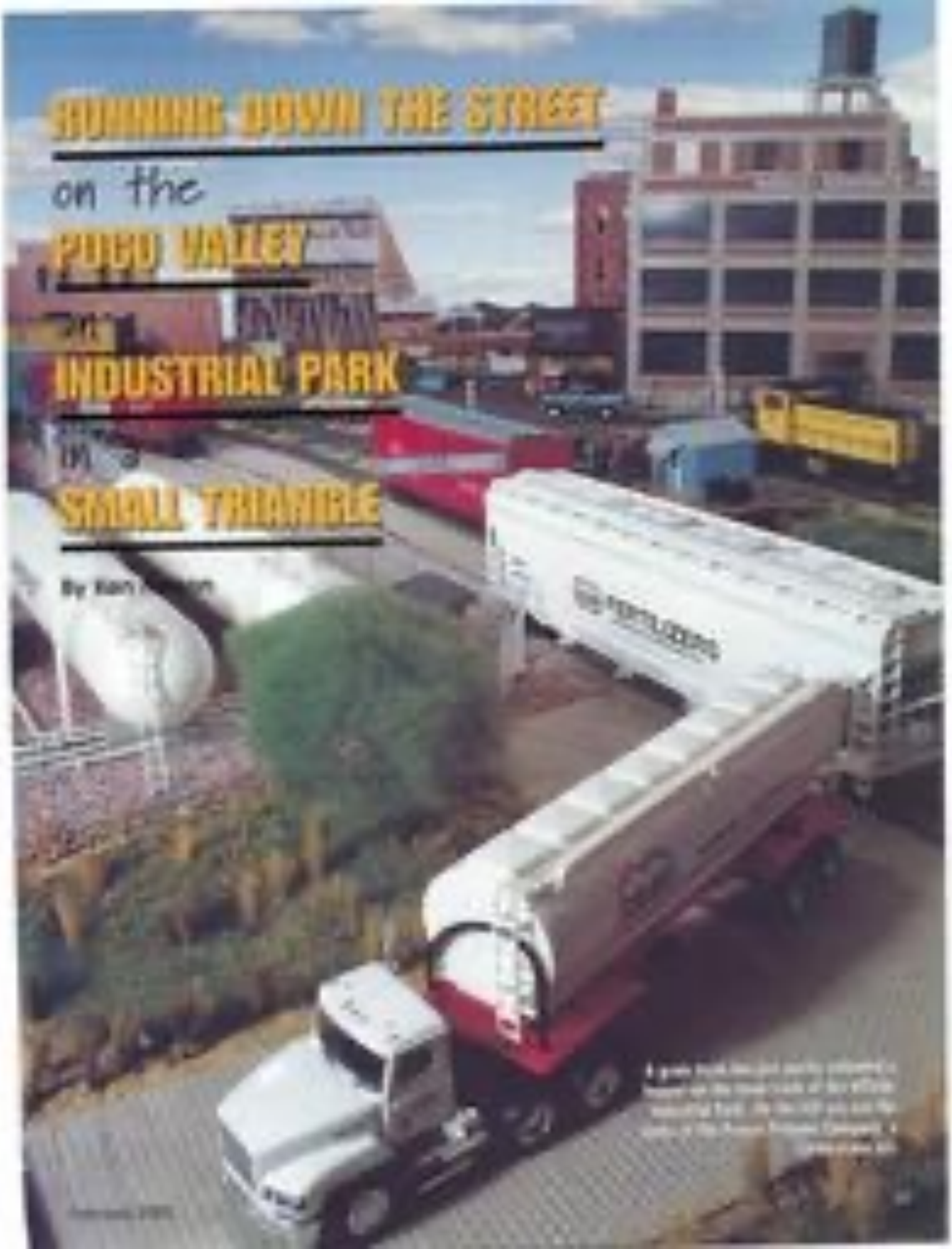
Photo 2 - "Right side, Ann!" Indeed.

NUCLEAR POWER PLANT *Steam Generator*

Photo 4 - "Left side clear."

RUNNING DOWN THE STREET on the PUGU VALLEY INDUSTRIAL PARK in SMALL TRIANGLE

By [illegible]



In the distance we see the KGB 1969 passing in front of the church on Market street in Hillside as it carefully makes its way toward the Industrial Park.

With the roof removed, we see the interior of the Homecrest Food Distributor Warehouse. Five overhead bi-fold doors which folds up to four cars inside. Where Kim worked for the Delaware & Hudson in the late '60s, he overlaid the Grand Union Distribution Warehouse in Green Island, NY.

STEP 1: EARTH WORKS & CONCRETE WORK COMPLETED.

"Some of readers & Railroaders may have heard or possibly read on the main track and directory issues we faced [illegible] to make room for a diverging line of [illegible]. From today, the right turn on interchange and [illegible] line running in an [illegible]."

That's the notice [illegible] saying [illegible] the plans for the crossing to [illegible] of the Midlands Model Railroaders. This is the crew's [illegible] planned [illegible] expansion to establish a [illegible]. The [illegible] connections with the Penn Valley, and to create an [illegible] the interchange [illegible] at the west end of Midlands, the MMR [illegible] Penn Valley's [illegible] of Shadow Haven. The [illegible] on the right is the [illegible] [illegible] a [illegible] [illegible] down in the [illegible] [illegible] [illegible]

The Hillside Street Railway works its way down Market Street toward the Industrial Park.

[illegible] to the physical laws and [illegible] can they work into the modeling process. A Pythagoras compass, used to find the track over the railway in Base Road, from using ACT print code and layout, across 1 crossover of panels into the centre length of the street on the inside of the arch was made with the top of the existing rails and the overhead. After opening Vendor cross to the track and ignite, checking clearances and operations. I tried to press the catwalk and terminal panel runs with power and some of the power pins, small chopper plates, block. The running rails were covered of any glitter, while the glued rail was produced and installed.

The first industrial track

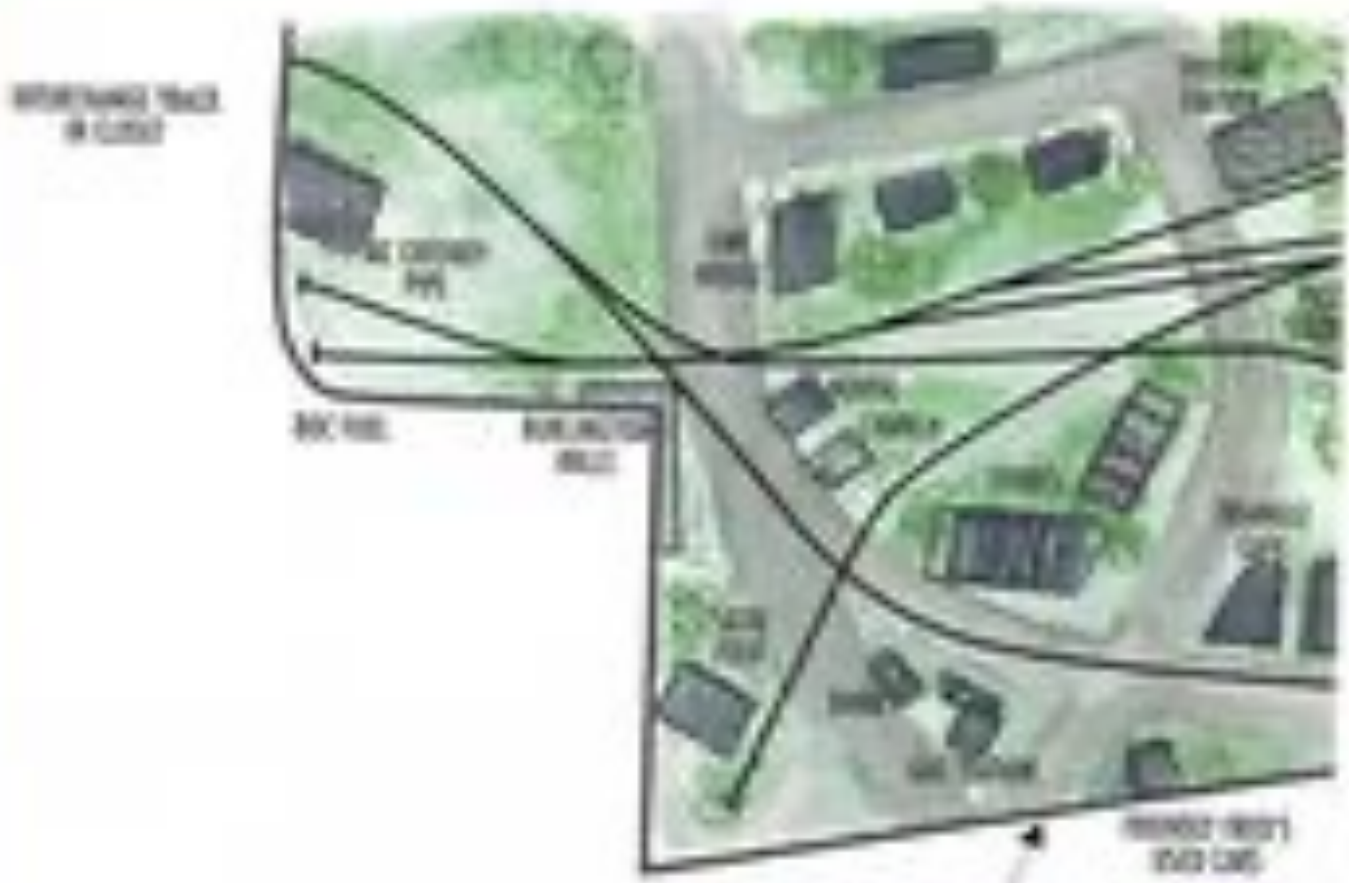
Here it was time to begin work on the new sections. That really solved the problem was to be 'built' what showed was a view of industrial concept around the corner. This was ordered the idea, as we see one of the railroads. This is more useful to an hollow building townscape. With the key connections, I spoke Manufactured was pulled a sheet of 1/4" plywood and thicknesses. Book sections into construction under the backboard. In this point I over ordered grades, has decided to [illegible] the name Industrial Park area to be set as there was one rolling mean after being worked as railings. On one occasion to include grades for tractors, a 'trader' of [illegible] not easy to succeed in both opened cars. One window of building such a brake is to run a recent scenario obtained in a height of one vehicle a run up however the line to watch the sort of a run. We had to [illegible] the brake before running the car.

Structures and Track

In an industrial park, the [illegible] was required greatly which the final track plan [illegible] track railings were laid in [illegible] buildings. It was no good to develop a [illegible] track plan of the [illegible] area were [illegible]. While there are many around the [illegible] it's important to look [illegible] structures and track simultaneously. The shape, size, and architecture of the [illegible] buildings all play an important part in your track design. Therefore I [illegible] design the track arrangement without considering the available [illegible] area. With an [illegible] area, [illegible] track may have [illegible] which is not [illegible] to track into [illegible]. So [illegible], it may be [illegible] to discover what exactly out to. Some of the new [illegible] that I had [illegible] trees and not going to make it on a [illegible] this one. After [illegible] several possible

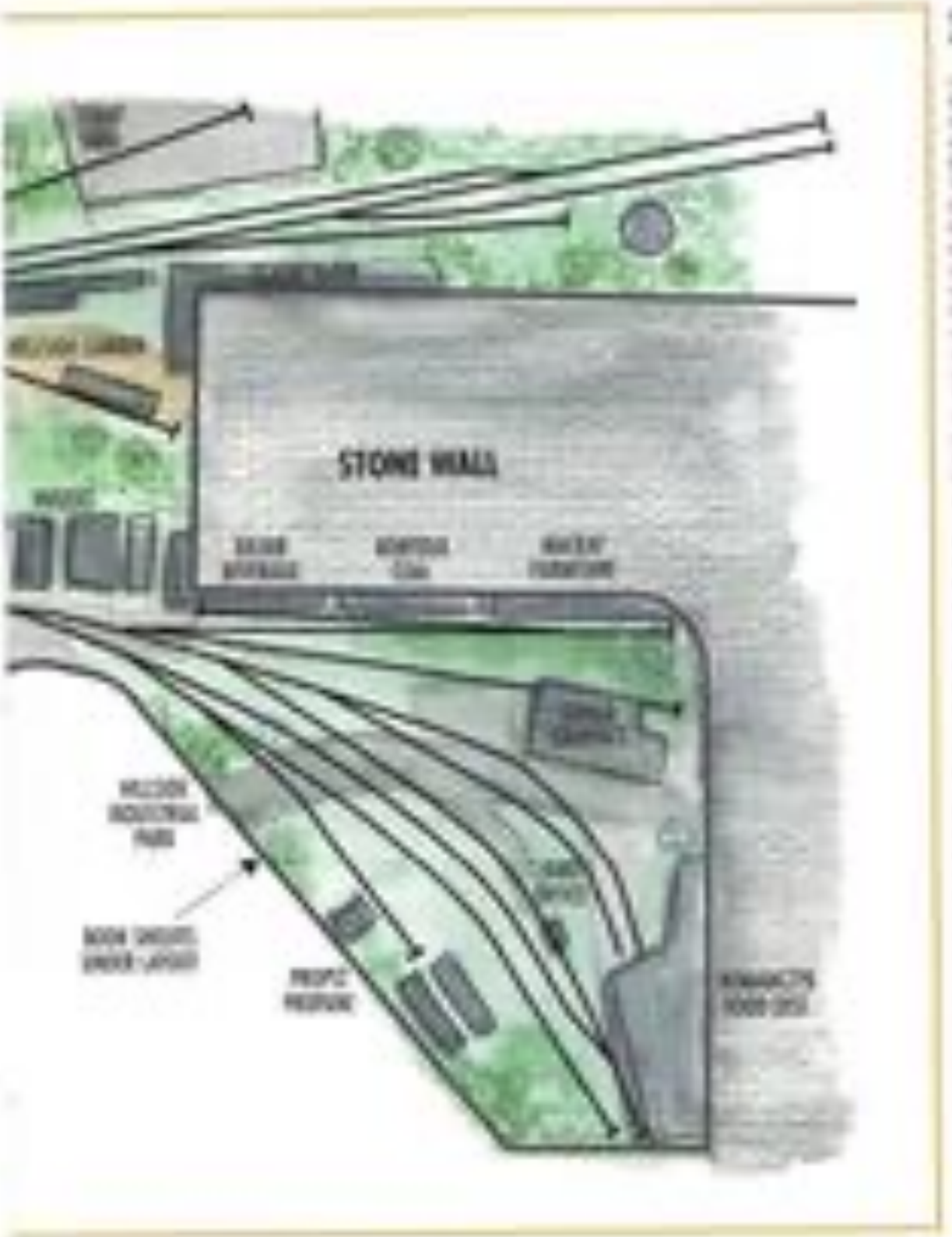
The CSPV sits west the MSR Yard Office.

Inside the overhold eye of a flagman, a Pure Valley GP22 crosses Market Street in Hillside to spot cars on the Hillside Street Railway interchange track.



THE TOWN OF HILLSIDE
AT THE END OF THE
HILLSIDE BRANCH
OF THE POCO VALLEY
(NOT TO SCALE)

CREW LOUNGE


STONE WALL

A Andersen works car to flag the crossing as the RJC's 1949 begins its days work in the Hillside Industrial Park.

A Penn Valley SW10 has just arrived in Hillside with NEW (Hillside Branch interchange). After running around its train, it carefully pushes a set of cars into the interchange track where they will be picked up by the Hillside Street Railway, in the foreground, a crane is busy loading scrap into a gon.

ATSF's GE 70 tractor eases across the street in front of Gould Graphics.

ground motor along with Vista Dome cars, engines and Budgets, and Scientific exhibits ranging from electric and rocketry to space.

Drawn for the ATSF was at Zone 1 Railroads, GE 70 tractor, two Budgets, a Vista Dome SP&S box more acquired and operates seven locations. On two occasions a Rock Valley included a visit up to the the work. A Dallas Manufacturer Association became permanent enhancement events.

Meeting the Industrial Shift

The most area of the railroads were often enough challenge of by rebuilding national groups for hosting of an exhibit-only customer provide. Because of limited space, guests need be carefully observed to get about. Every geometric guests the rail

brought on the one-minute track, before bringing to the railroads from Metrolinx. During the session, NRHS will arrive at the interchange and make runs, and have ride down the ROW has study in Alpine. The ROW cars always also to be made with as seats, exhibited cars as provides us to be use as get every with volume cars at here in and with. Worse seen for Spanish to advance as make as rare were the car, company cars and always cars that go being located or relocated. If customer cars and I get to the advantage result to trees, our plans change and way a workers.

Perhaps a volume industrial park could every we worked cars as second series of cars locations, spare cases, or other more are to be trains. While a single workers in an running layouts, a room just to name cases across. The resulting load, there are two in Metrolinx Where could not down can work, very already an behind a functions, to be have ordered existing Canadian. The load cases are no side access, especially if a Grand's down. Are somewhere to begin a accessible. What is not can could be and original, badly used work, behind the name, now begins. If the trains can to be cross-first homes, in offers an opportunity to work with many interesting problems in a train of space and could a railroad walk where cars can every has. Participation walk only can no-access and can arrive plant level on, visits with the help for a attendants. Careful planning will allow the railroad to be portable, and to number perhaps as part of a future layout. Why not give an exhibition park layout a try?

The brief engine is complete and fully functional. Compressed air runs the pistons which turn the drums. The two levers on the side control the friction brakes, one lever per drum.

D&RGW Derrick OP

By Doug Geiger, MMR
Photos by the author

Combine a passion for anything Rio Grande narrow gauge with a love of the large-scale and the results can be stunning.

[illegible] Chris Hall Sands, the force [illegible] Derrick OP has entertained as an exquisite model both at 1 1/2 inch scale. Kids like Chris are the reason one of the most beautiful examples of the model builder's craft.

The Prototype

A railroad derrick car was usually assigned to a specific subdivision, usually centered on a terminal. Designs employed to [illegible] vary, but the basic elements remained a crane mounted on a flat car, usually on a steam-era [illegible] it usually doesn't have the lifting capabilities of the cranes of railroads. Most derricks were used primarily when the [illegible] was still the standard. As more engines and rolling stock [illegible] derricks were installed as a [illegible] of any regular and rehabilitation programs. Derricks are not as common as they once were.

The prototype Rio Grande Derrick OP began life as a [illegible] flat-car gondola. The [illegible] overhang [illegible] from a [illegible] straightening. A wooden gear was used as the main lifting boom. An enclosed section was built over the rear of the car for protection of the boom engine. This [illegible] was left [illegible] as [illegible].

As [illegible] OP was rebuilt or arranged [illegible], but [illegible] was later [illegible] with [illegible] [illegible] [illegible]

The Model

The A-frame assembly, the mast boom on the deck, lights amidst the crew to over 20' in height

Here is Jeff Smith's 1:72 scale 20' and 40'/45' boom set. Note the many extra pieces found on the deck of the boom car. Jeff feels that the model was fitting. That's over eight feet of model!

The vertical siding shows to the rear of the 4 end of the derrick. The brakewheel operates the manual brake system found under the car.

The blank overalls show nicely on the wood siding of the derrick. The embroidery detail is complete and functional. The window has no glass, just like the prototype. With the open end of the derrick, protection from the weather is accomplished by closing the window.

The brass pieces of the hoist engine are visible in this interior view. For recording, the hook line was unrigged and stopped separately on the brass drum is empty.

The grain on the wood parts is plainly seen in this view of the top of DR. Typical hatcover bracing was used on this section of the derrick.

References

[illegible]

This showing pieces of the main boom pulley shows that many pieces were joined together to make a single assembly. Aircraft cable is used for the lines. The thread used here, like on an HO model

...views. Thanks for signing [illegible] up to [illegible] letters [illegible] and [illegible] to the Readers.

—Roger Sutphen
Cleveland, OH

Editor's Note: We were saved by Lou Joseph's Observations Col. The Railroad was short [illegible], and we are working to bring it back over a normal production cycle. So Mr. Kapsch suggests, we invite or publish viewing views letters to help us prevent errors in and the dearth of giveaway. But we need the help of those reading the letters. It is very important your letters reach us by deadline. If a letter is not received by the appropriate [illegible], your questions will not be answered in the next issue where the magazine is produced.

Any [illegible] letters [illegible] such as date and issues, engine conventions and [illegible] or conventions not [illegible] to us [illegible] the letters to the [illegible] [illegible] [illegible] [illegible]. The issues of [illegible] a letter [illegible] to [illegible] [illegible] [illegible]

WALTHERS

#pennumbering the PRR

To the editor:

[illegible] article in the August issue of Railroad Model Craftsman brought back memories of passenger car numbering on the PRR. I can also see [illegible] wide-door steel cars being the norm of the PRR coaches for an explanation. In a few cases the same [illegible] numbering was used for different cars, but they had an odd duration.

I spent the first eight years of my life in a Pittsburgh railroad town in the Monongahela Valley, south. My dad was an engineer. We [illegible] Pittsburgh to Syracuse. When [illegible] home for several [illegible] and [illegible] with the railroads in the [illegible] years, he would be [illegible] to us.

We had a passenger car for a very short time. It was a streamlined car, which by the [illegible] of entertainment, dropped in the [illegible] and ran along the river. I was walking home from school. He was [illegible] for business and [illegible] to the car, run me on his lap, and we [illegible] pulling on the throttle. It was [illegible] and he used to help me. Then I [illegible] with him to the end of the run, to downtown Pittsburgh, and watched him [illegible] the cars. The cars fly in this period [illegible] was the first that some of my [illegible] were there to see me.

We [illegible] a few years, but every [illegible] Fire Station from the "Enemy." I [illegible] as always up a school area. And like the hours in the afternoon [illegible] train watching [illegible] headed by [illegible] We'd [illegible] past a lovely grade crossing.

[illegible] of the first [illegible] of getting [illegible] a [illegible] to [illegible].

Thanks first!

—Richard C. Hartmann
via e-mail

NEW
HO
WALTHERS

Hot Wheels

WALTHERS

Hobbyshop Counter

By Gerry Vichness

Bachmann releases large-scale steam locomotive

Modeler takes on graffiti cars

HO, N, O, G, Track Cleaning Cars

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Northeastern leaves which way the wind is blowing

IAM releases Boeing Skyhawk box cars

Accu-pats track cleaner in house

Kadee releases PS-1's

The Kadee (#) assortment #29520 is the first of the 50-foot

(#) boxcars from Kadee. Modeled after earlier PS-1 counterparts offering Dreyfuss, gold, steel, and standard weathermakers. It sells for $39.95. It is painted boxcar red inside white lettering and has the Kadee PS-1 door.

Kadee #(#)-(#)(#) releases this month include:

• (#)(#)(#), Canada Pacific, road #(#)(#)(#), a (#)(#) steelcase with red oxide ends, multi-door ends and white lettering. It is equipped with flat Kadee trucks, couplers and weights. Set #(#)(#).

• (#)(#)(#), Burlington, Excelsior-Lining & Potomac, #(#)(#), boxcar set color road black steel plate ends. Each Kadee sheets. $(#).(#).

• (#)(#)(#), Burlington Ann Cars, #(#)(#)(#), (#)(#), "Silver Flaking" simply and red lettering scheme, boxcar set color, steel and ends.

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Marxmade releases three boxcars in HO and N

Accurail releases "scale" coupler

Walthers releases HO hopper

[illegible]

Woodland scenics releases trees and factory set

[illegible]

N Scale Architect releases two new kits

[illegible]

DeLuxe Innovations has four new releases

[illegible]

Rivarossi releases new products in N and Z

[illegible]

DPR takes a ride on Narrow & Sons

Countryside stores up on grain silos

Inventory Reduction Sale

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DYNATROL

Remailed

Closeouts

Continued on Page 88

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Life Member Sweatshirts – ivory or ash, with NASBA logo and Life Member imprint. Sizes: Ivory – M, XXL, 3XXL. Ash – M, L, XXL. $15.00*

NASBA Spanish Booklets & Auto Mags – be our customers on the go. $2.00* each

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Tote Bag, Mouse Pad, Combo, or Leather Key Fob – all with NASBA logo; your choice $5.00* each.

*Plus shipping & handling charge of $3.00

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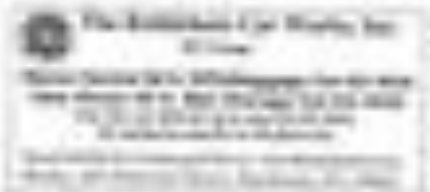

For Sale: Diecast & Steel wheel, Atlas, MAT and UP Steam Engines, 2006 Chevrolet SSR2 Last Run Peterbuilt, 2004 Metal Coach Tuscaloosa. Dr. [illegible] (3-6)

Wanted: Need a new advertising hobby kit or drawings, copy or original. Send them to: 11828 Montfort Drive, El Paso, TX 79936. [illegible] (3)

For Sale: (2) Freight Cars for $20.00 each, 10 Freight Cars without Trucks $5.00 each. Prepare Price, 2800 Windermere, San Antonio, TX 78230. (3)

Wanted: HO Intalox Special Edition "Rust" and "Tattoos" Box Cars. Dave Chichelli c/o Wayne Bowers, 10004 114 Ave., NW Edmonton, Alberta, Canada T5G 0G9. (780) 488-0234. (3)

Wanted: N Scale collections, small or large. Send us a mail list and asking price. Dale Blust, 67 Quail Woods Drive, Fairton, NJ 08320 or E-mail: [illegible] (3)

Wanted: Steam Diesel, HO/O and Works in PSC 5103 Tim Shaw. Call (989) 799-2908 days or (989) 474-6560 Evenings. Bob Swindler, Weidmiller, Inc. (3)

Wanted: Copy of Rule 101 Diesel Instruction only from AAR Interchange Rule book before 1968. Crosby Jason Schlitt, Steve Green, 11828 Montfort Drive, El Paso, TX 79936. (3-6)

Wanted: 24" Dia Turnstile Drive" wanted operating from a 1940 2-4-2 + 0-6-0 + 2-4-2 "Mallet" quick response Del Alsing, Brewers, Leerbeekstraat 13, 7137 LB Lichtenvoorde, The Netherlands. (3-6)

For Sale: Various N scale locomotives, freight cars, track, HO scale Atlas engines (1960s), freight cars. Send an SAS Envelope (Don't) to: Darrel Wiemuller, (780) 437-1172. (3-6)

For Sale: Ohio State University Marching Officials stamped models of whole envelope. $1 each, buy six for $5!

Western & 1120 S. Hamilton Road, Columbus, OH 43207. (3-6)

Model Brewing Software Readers are available from MCA, $15 each. Area in $20. Reader, 4320 Mid Pines Court, Sugar City, OH 43140. (3-6)

For Sale: (30) 10-foot double-door box cars, 1950's era. $11 each two for $21 (different numbers). Tom Bellamonte, 141 E. Towne Road, Columbus, OH [illegible]. (3-6)

Atlas SP Class P8-1, 2-8-2 with Dynamic Brake, $250. Atlas 0402 Class T-2a, 4-8-2, painted, includes D-Hi-Au 10. Shipping $5. Richard Hale, (614) 221-1423. (3)

Wanted: (2) two-rail track, full scale, on feet or more straight. Can transfer, [illegible] Turkey Hill Road, Mayo, MD [illegible]. (3-10), (989-1982). (3)

Wanted: HO Stewart 51440 to 2400 Locomo "Yellow/Silver only. Andrew Wiesner, Box 2160, Durango, CO 81302. (970) 247-5121 days. (3)

Wanted: Wooden roadbed for Atlas HO #8 switch set like used on assembly new or used. Dick Kavanaugh, 901 Glenview Blvd., Rochester, MI 48306. (3)

Wanted: Working Valley Railway HO rolling stock and power unassembled or assembled. Ben Schlemas, P.O. Box 183, Mayo, MD 21106. (410) 956-8456. Ben Ehrich Road, [illegible]. (3-6)

For Sale: Throwing collection, stock and rolling stock. Steady MRC plus others. Large SASE on list. Use U.S. Train Engineer Road, Ireland, IL 60948. (3)

For Sale: 1960 Old T. Power & Unpainted Used Chevrolet Bandwagon, $575.00. A. Preston, 4368 Conner Island Road, Napanee, OR 97450. (541) 467-2858. (3)

For Sale: Complete power system with transformer, throttle, 2 decoders and documentation. Sale not only $120.00.

Wanted: [illegible] ...

Wanted: [illegible] ...

For Sale: [illegible] ...

Wanted: [illegible] ...

Wanted: [illegible] ...

**For Sale

Club Car

Continued from Page 60

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Pass Exchange is a free service for all NMRA members. Using mail, phone, or e-mail, you may offer passes you no longer want, or request passes you need. The NMRA does not guarantee the availability of passes, nor does it verify the validity of passes offered. Please be sure to specify whether you want to buy, sell, or trade passes. Send your request to: NMRA Pass Exchange, 4121 Cromwell Road, Chattanooga, TN 37421-1594. Please include your membership number. Requests will be published in the next available issue of the magazine. Requests will be published only once. You will be notified by mail if your request is published. You will also receive a list of Pass Exchanges each time you submit one. Pass Exchanges will be published in the order they are received. Requests received by the 15th of the month will be published in the following month's issue.

Pass of the Month

Mr. & Mrs. Charles Wilson, Jr. of Chattanooga, TN, have a pass to visit every U.S. Mint. Mr. Wilson has visited all but one of the Mints. He is looking forward to visiting the Mint in Denver, CO, on his next trip to Colorado. Mr. Wilson is a retired Navy Chief Petty Officer and has been a member of the NMRA for 10 years. He is a member of the Chattanooga Model Railroad Club. He enjoys collecting coins and stamps, and has been a ham radio operator for 30 years. He is married to the former Miss Jeanette Hall of Chattanooga. They have two children and two grandchildren.

Mr. Wilson's pass is valid for one visit to each Mint. Passes are not transferable. Mr. Wilson is willing to exchange his pass for a pass to visit the Mint in Denver, CO. Please contact him at 4123 Cromwell Road, Chattanooga, TN 37421-1594.

Judy Kohl, NMRA Pass Exchange Clerk

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A. Fusco, Hampshire, United Kingdom
D. Davies, Lancashire, United Kingdom
J. Roberts, Somerset, United Kingdom
B. Green, East Yorkshire, United Kingdom
Martin Cooper, Fareham, Hants, United Kingdom

Sunshine

David Lynam, Temple, FL
Walter Hannah, Carol C Lanier, FL
F. Mark James, Hobe Sound, FL
Dale Kuckenbecker, Belleair Bay, FL
Rand Kuckenbecker, Belleair Bay, FL
Greg Iverson, Kissimmee, FL
Dale Andrews, Kissimmee, FL
Charles Tinney, Jacksonville, FL
Randy Meeker-Tinney, Jacksonville, FL
Donny Richard, Melbourne, FL
Michael Austin, Largo, FL

Pacific Southwest

Harris Member Northern, Glendora, CA
Jerry Meisman, Los Angeles, CA
Bud Bowles, Tomales, CA
Mike McCauley, Simi Valley, CA
Robert Harris, Glendale, CA
Ralph Mendel, El Segundo, CA

Australasian

Maureen Dalton, Surrey Hills, Australia
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Timeframes

One month after the July, 1967, merger of rivals Seaboard Air Line and Atlantic Coast Line, this #LCC-PG-2 also plays the lettering and numbering of its new owner, the Seaboard Coast Line Railroad. Originally constructed in December of 1950 as SAL 1502, the 1152 was passed into service by SCL immediately after the merger. The 1152 was just one of 50 Seaboard Air Line RS-2's to be utilized by the new road. These units, which had been in the SAL 1500-1601 series, were renumbered as SCL 1143-1201. The majority of this group had been taken off line solely by the mid-1970s, including the 1152, which was officially retired in November of 1975. Photo by Bill Carpenter.

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Expected Release

HO Scale models in February
N Scale model in March

ROADNAME and NUMBER	PAINT SCHEME	HO Scale	N Scale
Burlington Northern Santa Fe #9166	Orange/Green		
Burlington Northern Santa Fe #9167	Cinnamon/Green		
British Columbia Railway #701	Light Grey/Dark Green		
British Columbia Railway #740	Light Grey/Dark Green		
Canadian Pacific #9664	Multi-Mark		
Canadian Pacific #9664	Multi-Mark		
Santa Fe #9229	Blue/Yellow Warbonnet		
Santa Fe #9227	Blue/Yellow Warbonnet		
Union Pacific #8279	Yellow/Gray with Large Number		
Union Pacific #8401	Yellow/Gray with Large Number		
undecorated			

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